

## WASHINGTON SIDELIGHTS

### Our Allies to Owe Us Twelve Billions



WASHINGTON.—The allied governments will owe the United States nearly \$12,000,000,000 for loans made to them during the war by the time they are scheduled to resume interest payments in 1922. Negotiations are still in progress between Great Britain, France and the other allies on the one hand and the United States treasury on the other in regard to placing the loans on a new basis with interest due, but unpaid, included in the principal.

By virtue of the accounts repaid, the total outstanding principal of the loans is now \$9,455,401,528. Cuba is paying its interest regularly. Russia paid interest up to Nov. 15, 1917. The

other debtors paid interest in full up to the spring of 1919, when they ceased to pay on account of the unsettled exchange situation and sought a three-years' suspension of interest payments; now the subject of the negotiations with the treasury department. The debtor nations undertake to pay in full eventually both the principal and the interest in arrears, compounded semi-annually.

The interest accruing between April, 1919, and May, 1920, totalled \$463,215,615.

The United States loaned a total of \$9,534,622,043 to nations at war with Germany, distributed as follows:

Debtor.	Loaned.	Repaid.
Great Britain	\$4,277,000,000	\$64,164,007
France	2,967,477,800	12,147,000
Italy	1,631,338,983	
Belgium	338,745,000	10,600
Russia	187,729,750	
Czecho-Slov.	60,524,041	
Serbia	26,780,465	605,000
Roumania	25,000,000	1,794,180
Cuba	10,000,000	500,000
Greece	10,000,000	
Liberia	26,000	

### America Is a Nation of Coffee-Drinkers

THE people of the world annually consumed more than two and one-half billion pounds of coffee in pre-war days—enough to load a train of cars reaching from Philadelphia to Pittsburgh, says a communication to the National Geographic society, issued as the third of a series of bulletins on "Where Our Imports Come From."

This consumption now perhaps is nearer 3,000,000,000 pounds, and, in the United States alone 42 per cent more coffee was drunk during the fiscal year 1919-1920 than in the preceding 12 months.

Three-fourths of the world's coffee is grown in Brazil, a country that has become rich from its coffee industry alone. Europe and North America bear approximately the same relation to the consumption of coffee that Brazil does to its production, these two continents using nearly four-fifths of all the coffee the world produces.

Holland is the greatest coffee drinking nation on the globe. It uses 15½ pounds per capita annually, while we use 13 pounds. Germany 5½ pounds. Austria-Hungary two and two-fifths pounds, and the United Kingdom two-thirds of a pound. On the other hand,



we use less than one pound of tea per capita, while the United Kingdom uses nearly seven pounds. Canada is about two-thirds English and one-third American in its use of coffee and tea; it shows a decided preference for the tea, but drinks less of it than the mother country, making up the difference with coffee. The Germans and the Austro-Hungarians use only a negligible quantity of tea.

The coffee plant is a shrub which, under cultivation, grows from four to six feet high. In its wild state it grows three or four times as high as in its cultivated state.

The green coffee berry of commerce is nothing more nor less than the seed of the coffee "cherry." These "cherries" turn crimson on ripening.

### Three of Uncle Sam's Battle Cruisers



KEELS of three United States battle cruisers were laid in one day recently. Secretary of the Navy Daniels said that it was an event believed to be unprecedented in the history of shipbuilding when within the space of a few hours the keels of three battle cruisers were laid. One of these vessels, battle cruiser No. 3, the Saratoga, is being built by the New York Shipbuilding corporation at Camden, N. J.; the other two, battle cruiser No. 5, the Constitution, and No. 6, the United States, are being built

side by side at the Philadelphia navy yard.

The keel of another vessel of this class, the Constellation, was laid in August 18 at the yard of the Newport News Shipbuilding and Dry Dock company, at which yard preliminary work is going ahead on a sister vessel, the Ranger.

Similar preliminary work is also being done in the sixth of the class, being built by the Bethlehem Shipbuilding corporation at its Fore River plant, where the keel of the Lexington will be laid very soon.

"These are the largest and fastest battle cruisers in the world," said Secretary Daniels. "They were originally authorized in 1916 as a part of the three-year building program, but their construction was suspended during the war. Since that time their designs have been redrawn to take full advantage of the lessons learned from war experience, with the result that the vessels are materially larger and more powerful than at first contemplated."

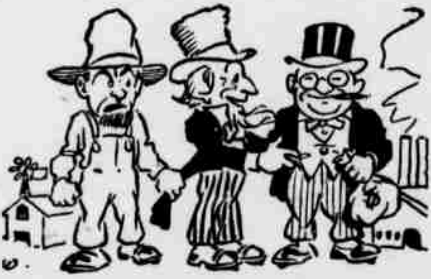
### Farmers Must Be Given Immediate Help

AN OFFICIAL statement by the American Farm Bureau federation, summarizing its investigation into business, industrial and agricultural conditions, declares that America "is facing an agricultural economic condition which, if not intelligently dealt with, will lead to consequences so grave as to affect all industry to the point of imperiling the social order."

The statement says farmers must be given immediate help in transportation, finance and labor, and recommends the following as remedial efforts which would go a long way toward solving agricultural difficulties: Preferential treatment in transportation to all farm produce held for shipment and to all goods consigned to farmers which are necessary to conduct the business of farming.

More profits for farmers, better distribution systems which would tend to eliminate middlemen and stabilize prices.

Ample finance, with rural banks assuming the obligation of financing the



farmer with long and priority credits. Protection from "wildcat" investments, which are said to be taking millions of dollars from farms annually.

Equalization of agricultural and industrial labor wages, which the statement declares can be accomplished only by lowering industrial wages or increasing farm wages.

Encouragement of immigration. The statement closes with a plea that the farm and farm life be advertised to overcome the tendency of farmer boys to flock to cities.

### TO DETERMINE WHEAT DOCKAGE



Filling a Measure of Wheat Preparatory to Weighing It and Determining Grade of the Wheat.

Of prime importance to the wheat-growing farmer is an understanding of dockage as the term is used in federal wheat grades, and how dockage in wheat is determined, since in grading wheat under federal standards one of the fundamental principles is to determine the numerical grade on a dockage-free basis. With a few exceptions the dockage is first removed from the samples and the grade determined with the clean or dockage-free wheat. Dockage is the foreign material screened from a sample of wheat to be graded, by the use of appropriate hand sieves or other cleaning devices, and consists of sand, dirt, weed seeds, weed stems, chaff, straw, grain other than wheat, and any other foreign material. It also may contain finely broken or small, shriveled grains of wheat, in cases where such material cannot be separated from dirt and other foreign material by the use of appropriate sieves.

**Foreign Material Determined.**  
The purpose of the dockage provision in the federal wheat standards is to enable the person grading the sample to determine the approximate amount of easily separated foreign material that is in the lot of wheat. Therefore, dockage is approximately the percentage of foreign material which can be easily removed from the lot of wheat by the commercial types of cleaning machinery commonly found in grain elevators and mills.

The dockage test is described in Farmers' Bulletin 1118 entitled "Dockage Under Federal Wheat Grades," which has recently been issued by the United States department of agriculture to aid wheat growers and others in understanding this important feature of wheat grading as provided in the revised federal grain standards for wheat, which became effective July 15, 1918.

**Dockage Test Described.**  
The dockage test is made ordinarily by weighing 1,000 grams of wheat (about 2¼ pounds), which constitutes a representative sample. Grams are used instead of other units for ease in determining percentages.

The dockage is separated from this 1,000-gram sample by screening with pan sieves of specified types or by using a cleaning device which has been officially approved. The dockage so separated is weighed and the percentage is found, based on the total weight of the sample including the dockage. If the amount of dockage is below 1 per cent it is disregarded. For example, if only one-half of 1 per cent of foreign material is separated by the means described above, no dockage is assessed. This one-half of 1 per cent, however, should not be returned to the sample used in determining the grade. If 1½ per cent of dockage is separated, 1 per cent of dockage would be indicated in assigning the grade. Thus it will be seen that any fraction of a per cent of dockage is considered as a "tolerance" in the standards.

**Indicated in Certificate.**  
After the dockage is removed the clean sample is used in determining the grade, save in a few exceptions. Dockage does not affect the grade assigned to the wheat. If 1 per cent or more of separable foreign material is found, dockage is assessed. In the inspection certificate the amount is indicated immediately after the grade designation, as, for example, No. 1 northern spring, dockage 1 per cent.

If the wheat seed used is carefully selected, cleaned, tested and treated before planting, if care is exercised in cultivation and crop rotation, and if the wheat is carefully threshed and cleaned, there should be, ordinarily,

very little foreign material present when the crop is marketed.

**Apply to Foreign Material.**

Two terms in the federal wheat standard apply to foreign material—"dockage" and "foreign material other than dockage." The former is foreign material that is separated from the sample of wheat by the proper use of appropriate hand sieves. "Foreign material other than dockage" is the foreign material not separated in the screening, and remains in the dockage-free sample. "Foreign material other than dockage," on the other hand, is a factor in the grade and definite percentages are permitted in each numerical grade.

**Dockage Easily Removed.**

Ordinary dockage can be removed from quantities of wheat with comparatively simple cleaning machinery, such as is installed in many grain elevators, and mills, or it can be removed on the farm with an ordinary portable fanning mill equipped with a screen having perforations like those specified for the dockage sieves.

Dockage found in wheat in many cases is of real value, while in other cases it not only may have no value but may contain ingredients positively harmful if ground with the wheat. Dockage frequently contains quantities of other grains and weed seeds such as mustard, flaxseed, oats or other cereal grain. Much of this can be used to good advantage as poultry or stock feed.

**Importance of Dockage System.**

It should be understood that it is optional with a farmer whether he remove dockage or not. The point which United States department of agriculture officials emphasize is that it is to his advantage to understand dockage and, in many cases, to remove it himself. If the dockage system is not employed, the foreign material in the wheat may cause a lowering of the grade. If no grading system is employed (grading usually is not compulsory for the farmer in selling wheat at country points, though all shipments to terminal markets are graded), and the country miller or grain dealer buys wheat as delivered at a flat rate, or on the basis of the average quality delivered, the price paid usually is sufficiently low to protect the buyer against loss caused by objectionable foreign material delivered with the general run of the grain.

Under the dockage system of the federal standards, however, the amount of such foreign material separated and considered as dockage is deducted from the weight of the wheat purchased and, in any event, does not affect the grade of the wheat after it has been cleaned. This results in a higher grade, and the price paid is on the basis of this grade.

Further information as to the correct method of determining dockage in wheat may be obtained by writing the United States department of agriculture, Washington, or by writing to or visiting the nearest office of federal grain supervision. Such offices are located in the large grain markets. A farmer or country grain dealer may also mail a sample to the nearest grain inspector and receive for a small fee an official certificate showing the grade and dockage on that particular sample. This sample should be two quarts in size, of which at least 1½ pints is inclosed in a clean, airtight container. The remainder, if any, with the container, should be placed in a clean cloth sack. The address of the nearest licensed grain inspector can be secured by writing the department or any supervision office.

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